

DEPARTMENT OF TRANSPORTATION U. S. COAST GUARD CG-2692 (Rev. 6-87)		<b>REPORT OF MARINE ACCIDENT, INJURY OR DEATH</b>			TEST ELECTRONIC VERSION UNIT CASE NUMBER	
SECTION I. GENERAL INFORMATION						
1. Name of Vessel or Facility <b>MV. NEW DELHI EXPRESS</b>		2. Official No. <b>HK-1610</b>	3. Nationality <b>HONG KONG</b>	4. Call Sign <b>VRBK5</b>	5. USCG Certificate of Inspection issued at:	
6. Type (Towing, Freight, Fish, Drill, etc.) <b>FREIGHT - CONTAINERS</b>		7. Length <b>260-049</b>	8. Gross Tons <b>39941</b>	9. Year Built <b>2005</b>	10. Propulsion (Steam, diesel, gas, turbine ...) <b>DIESEL</b>	
11. Hull Material (Steel, Wood...) <b>STEEL</b>	12. Draft (ft. - in.) FWD. <b>11-34</b> AFT. <b>11-9 M</b>	13. If Vessel Classed, By Whom: (ABS, LLOYDS, DNV, BV, etc.) <b>LLOYDS</b>		14. Date (Of occurrence) <b>4-15-06</b>	15. Time (Local) <b>0420</b>	
16. Location (See instruction No. 10A) <b>BERGEN POINT 40°-38-54'N 074°-09-00W</b>				17. Estimated Loss or Damage TO: NOT KNOWN VESSEL \$ _____ CARGO \$ _____ OTHER \$ _____		
18. Name, Address & Telephone No. of Operating Co. <b>SEASPAW SHIP MANAGEMENT LTD. 2600-200 GRANVILLE ST. VANCOUVER BC. V6C 1S4 +1-604-638-2595</b>						
19. Name of Master or Person in Charge <b>SUDHIR AGRWAL (MASTER)</b>		USCG License <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	20. Name of Pilot <b>J. BATES</b>		USCG License <input type="checkbox"/> YES <input type="checkbox"/> NO	State License <input type="checkbox"/> YES <input type="checkbox"/> NO
19a. Street Address (City, State, Zip Code) <b>C/O MORTON LILLY INT. 5080 MCLESTER ST. ELIZABETH 07207</b>		19b. Telephone Number <b>908, 353 8400</b>	20a. Street Address (City, State, Zip Code)		20b. Telephone Number	
21. Casualty Elements (Check as many as needed and explain in Block 44.)						
NO. OF PERSONS ON BOARD <b>27</b> <input type="checkbox"/> DEATH- HOW MANY? _____ <input type="checkbox"/> MISSING- HOW MANY? _____ <input type="checkbox"/> INJURED- HOW MANY? _____ <input type="checkbox"/> HAZARDOUS MATERIAL RELEASED OR INVOLVED <i>(Identify Substance and amount in Block 44.)</i> <input type="checkbox"/> OIL SPILL-ESTIMATE AMOUNT: _____ <input type="checkbox"/> CARGO CONTAINER LOST/DAMAGED <input type="checkbox"/> COLLISION <i>(Identify other vessel or object in Block 44.)</i> <input checked="" type="checkbox"/> GROUNDING <input type="checkbox"/> WAKE DAMAGE			<input type="checkbox"/> FLOODING; SWAMPING WITHOUT SINKING <input type="checkbox"/> CAPSIZING <i>(with or without sinking)</i> <input type="checkbox"/> FOUNDERING OR SINKING <input type="checkbox"/> HEAVY WEATHER DAMAGE <input type="checkbox"/> FIRE <input type="checkbox"/> EXPLOSION <input type="checkbox"/> COMMERCIAL DIVING CASUALTY <input type="checkbox"/> ICE DAMAGE <input type="checkbox"/> DAMAGE TO AIDS TO NAVIGATION <input type="checkbox"/> STEERING FAILURE <input type="checkbox"/> MACHINERY OR EQUIPMENT FAILURE <input type="checkbox"/> ELECTRICAL FAILURE <input type="checkbox"/> STRUCTURAL FAILURE			<input type="checkbox"/> FIREFIGHTING OR EMERGENCY EQUIPMENT FAILED OR INADEQUATE <i>(Describe in Block 44.)</i> <input type="checkbox"/> LIFESAVING EQUIPMENT FAILED OR INADEQUATE <i>(Describe in Block 44.)</i> <input type="checkbox"/> BLOW OUT <i>(Petroleum exploration/production)</i> <input type="checkbox"/> ALCOHOL INVOLVEMENT <i>(Describe in Block 44.)</i> <input type="checkbox"/> DRUG INVOLVEMENT <i>(Describe in Block 44.)</i> <input type="checkbox"/> OTHER <i>(Specify)</i> _____
22. Conditions						
A. Sea or River Conditions <i>(wave height, river stage, etc.)</i>	B. WEATHER <input type="checkbox"/> CLEAR <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input checked="" type="checkbox"/> FOG <input type="checkbox"/> OTHER <i>(Specify)</i> _____	C. TIME <input type="checkbox"/> DAYLIGHT <input type="checkbox"/> TWILIGHT <input checked="" type="checkbox"/> NIGHT	D. VISIBILITY <input type="checkbox"/> GOOD <input type="checkbox"/> FAIR <input checked="" type="checkbox"/> POOR	E. DISTANCE <i>(miles)</i> <i>(of visibility)</i> <b>0-06 NM</b>	F. AIR TEMPERATURE <b>50° F</b>	G. WIND SPEED & DIRECTION <b>4-6 kts N'LY</b>
				H. CURRENT SPEED & DIRECTION <b>1-8 kts 076°(C)</b>		
23. Navigation Information <input type="checkbox"/> MOORED, DOCKED OR FIXED <input type="checkbox"/> ANCHORED <input checked="" type="checkbox"/> UNDERWAY OR DRIFTING			SPEED AND COURSE <b>3-8 kts</b>	24. Last Port Where Bound <b>GIBRALTAR</b> <b>PNCT NEWARK</b>		24a. Time and Date of Departure
25. FOR TOWING ONLY	25a. NUMBER OF VESSELS TOWED	Empty	Loaded	Total	25b. TOTAL H.P. OF TOWING UNITS	25c. MAXIMUM SIZE OF TOW WITH TOW-BOAT(S)
						Length Width
						25d. <i>(Describe in Block 44.)</i> <input type="checkbox"/> PUSHING AHEAD <input type="checkbox"/> TOWING ASTERN <input type="checkbox"/> TOWING ALONGSIDE <input type="checkbox"/> MORE THAN ONE TOW-BOAT ON TOW
SECTION II. BARGE INFORMATION						
26. Name		26a. Official Number		26b. Type	26c. Length	26d. Gross Tons
26f. Year Built	26g. <input type="checkbox"/> SINGLE SKIN <input type="checkbox"/> DOUBLE SKIN	26h. Draft FWD	AFT	26i. Operating Company		
26j. Damage Amount BARGE \$ _____ CARGO \$ _____ OTHER \$ _____				26k. Describe Damage to Barge		

<b>NEW DELHI EXPRESS</b>	
CALL SIGN	<b>VRBK5</b>
GT	<b>39941</b>
NT	<b>24468</b>
BHP	<b>49000</b>

REVERSE OF CG-2692 (REV. 6-87)		SECTION III. PERSONNEL ACCIDENT INFORMATION			
27. Person Involved <input type="checkbox"/> MALE or <input type="checkbox"/> FEMALE <input type="checkbox"/> DEAD <input type="checkbox"/> INJURED <input type="checkbox"/> MISSING		27a. Name (Last, First, Middle Name) _____ 27b. Address (City, State, Zip Code) _____		27c. Status <input type="checkbox"/> CREW <input type="checkbox"/> PASSENGER <input type="checkbox"/> OTHER (Specify) _____	
28. Birth Date	29. Telephone No. ( )	30. Job Position		31. (Check here if off duty) <input type="checkbox"/>	
32. Employer - (If different from Block 18., fill in Name, Address, Telephone No. )					
33. Person's Time A. IN THIS INDUSTRY - _____ B. WITH THIS COMPANY - _____ C. IN PRESENT JOB OR POSITION - _____ D. ON PRESENT VESSEL/FACILITY - _____ E. HOURS ON DUTY WHEN ACCIDENT OCCURRED - _____		YEAR(S) _____ MONTH(S) _____	34. Industry of Employer (Towing, Fishing, Shipping, Crew Supply, Drilling, etc.) _____ 35. Was the Injured Person Incapacitated 72 Hours or More? <input type="checkbox"/> YES <input type="checkbox"/> NO 36. Date of Death _____		
37. Activity of Person at Time of Accident					
38. Specific Location of Accident on Vessel/Facility					
39. Type of Accident (Fall, Caught between, etc.)			40. Resulting Injury (Cut, Bruise, Fracture, Burn, etc.)		
41. Part of Body Injured			42. Equipment Involved in Accident		
43. Specific Object, Part of the Equipment in Block 42., or Substance (Chemical, Solvent, etc.) that directly produced the Injury.					
SECTION IV. DESCRIPTION OF CASUALTY					
44. Describe how accident occurred, damage, information on alcohol/drug involvement and recommendations for corrective safety measures. (See instructions and attach additional sheets if necessary).  <div style="font-size: 2em; margin-top: 20px;">SEE ATTACHED.</div> <div style="border: 1px solid black; padding: 5px; margin-top: 20px; text-align: center;">             m.v NEW DELHI EXPRESS              CALL SIGN VRBK5              GT 39041              NT 24468              BHP 49660           </div>					
45. Witness (Name, Address, Telephone No.) WSI-WEERASINGHE (2ND OFFICER)					
46. Witness (Name Address, Telephone No.)					
SECTION V. PERSON MAKING THIS REPORT				47c. Title	
47. Name (PRINT) (Last, First, Middle)		47b. Address (City, State, Zip Code)		47d. Telephone No. ( )	
47a. Signature				47e. Date	
FOR COAST GUARD USE ONLY			REPORTING OFFICE:		
APPARENT CAUSE					
CASUALTY CODE A B C	INVESTIGATOR (Name)	DATE	APPROVED BY (Name)	DATE	

**DELHI EXPRESS**  
 CALL SIGN VRBK5  
 GT 39041  
 NT 24468  
 BHP 49660

**NEW DELHI EXPRESS**  
**IMO No : 9301770**  
**Statement of Captain Sudhir Agrawal - Master**

I am the Master of the MV NEW DELHI EXPRESS. She is a new vessel, about 6 months old and I have been her only Master. This ship is a container vessel with a capacity of 4,250 TEU and GRT 39,941. On April 15, 2006 at about 0345 Docking Pilot J. Bates had the con. The 2<sup>nd</sup> Officer, a Helmsman, and the Sandy Hook Docking Pilot were also on the bridge. We were transiting the Bergen Point East/West Reach, bound for Port Newark to conduct cargo operations. At 0405 tug MIRIAM MORAN was made fast on the starboard bow and the tug CATHERINE TURECAMO was escorting the vessel. The main engine was at Dead Slow Ahead.

As we passed under the Bayonne Bridge, the fog became very dense and visibility dropped to near zero. Both of the ships radars were on.

At about 0420 the vessel touched bottom and took a list to starboard of about 5 degree, increasing subsequently to about 10 degrees. I noted on the GPS that her position was 40-38.54 N/074-09.00 W. I ordered the emergency alarm sounded and Colreg signals compliance at 0421. I notified Mr. David Kramer of the owner, Seaspan, by telephone. At 0438 I notified the USCG by phone about the possibility of an oil spill.


I also ordered ballast operations commencement with a view to correcting list. At 0455 the port anchor was lowered to one shackle on deck. The Chief Engineer reported that the #4 starboard fuel oil tank, which was empty, was rapidly filling up with water.

By 0550 the vessel still had nearly a 10 degree list to starboard and ballast operations were continuing in an effort to decrease to list.

At 0621 the port anchor was aweigh. Sandy Hook Pilot Paul Klein and Docking Pilot Richard Weiner had come aboard. The tug BRENDAN TURECAMO made fast on a center lead aft. Later at about 0640 the tug CATHERINE TURECAMO made fast on the starboard bow. The starboard list had gradually been reduced to about 5 degrees. At 0728 Docking Pilot Bates departed the vessel on one of the tugs.

At 0748 the vessel tied up at berth 86 at the Mahar Terminal and the USCG came onboard. Manual soundings were taken of all tanks. At 0938 the vessel departed berth #86 assisted by the tugs TURECAMO BOYS, made fast on the starboard bow, and BRENDAN TURECAMO, made fast aft center lead.

We proceeded to berth #59 at the Port Newark Container Terminal (PNCT) where she tied up at 1100. We did not see any oil in the water. However, monitoring of overside areas continued by ship staff.

  
Capt. Sudhir Agrawal  
MASTER of M.V. New Delhi Express

